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PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:

Masami TANAKA, *et al.*

Serial No.: 10/670,158

Filed: 24 September 2003

Title: VEHICLE RAPID DECELERATION
DETECTION DEVICE

Group Art Unit: 3661

Examiner: C. Behncke

Attorney Docket No.: KIOI:038

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MARC A. ROSSI

COMMISSIONER FOR PATENTS
P.O. Box 1450
ALEXANDRIA, VA 22313-1450
MAIL STOP AMENDMENTAMENDMENT & REQUEST FOR RECONSIDERATION
WITH PETITION FOR TIME EXTENSION

Sir:

In reply to the Office Action dated 22 September 2005, this application has been amended as indicated below. This reply requires a one-month extension.

Applicants request a one-month extension, from 22 December 2005 to 23 January 2006 (22nd landing on Sunday), for replying to the outstanding Office Action. The one-month extension fee is \$120. The Commissioner is authorized to charge \$120 (or any additional fees required to maintain pendency of this application) to Deposit Account No. 18-2056.

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ATTORNEY DOCKET NO. KIOI:038

speed is low, where the pulse interval from the rotation sensor is longer, the rapid deceleration of the vehicle can be determined while awaiting the input of the next pulse signal.

Watanabe would not have disclosed or taught comparing the measured elapsed time with any calculated pulse interval. Indeed, Watanabe explicitly states that "when the pulse cycle PROD is obtained in the present process, it is immediately compared with this threshold value CLTPROD, and when it is equal to or greater than the threshold value CLTPROD, the lockup clutch 12A is immediately released. See column 7, lines 43-48. The pulse cycle PROD is a time cycle of the pulse signal (i.e., a pulse period) from the vehicle sensor and the threshold value CLTPROD corresponds to a predetermined acceleration. See column 5, lines 43-59. Watanabe compares the time cycle of the vehicle speed pulse signal, as opposed to the elapsed time from the vehicle speed pulse signal, with a predetermined threshold acceleration. To determine the time cycle of the vehicle speed pulse signal, Watanabe has to wait for another pulse signal from its vehicle speed sensor, similar to the prior art described in the Background of the present specification. Accordingly, applicants submit that Watanabe would not have anticipated or taught claim 1.

Conclusion

Applicants submit that claims 1-14 are in condition for allowance. Should the examiner have any issues concerning this reply or any other outstanding issues remaining in this application, applicants urge the examiner to contact the undersigned to expedite prosecution.

Respectfully submitted,

ROSSI, KIMMS & McDOWELL LLP

DATE

MARC A. ROSSI
REG. NO. 31,923

P.O. Box 826
ASHBURN, VA 20148-0826
703-726-6020 (PHONE)
703-726-6024 (FAX)

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P.O. BOX 1450
ALEXANDRIA, VA 22313-1450
MAIL STOP AMENDMENT

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From:	ROSSI, KIMMS & McDOWELL LLP
Sender's Phone:	703-726-6020
Contact:	Marc A. Rossi

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